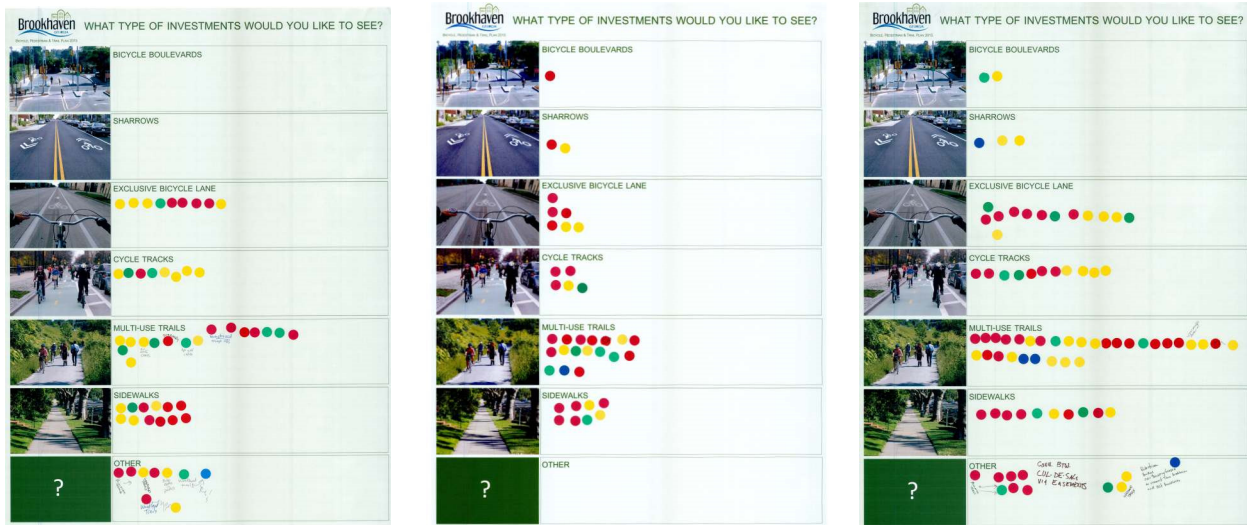
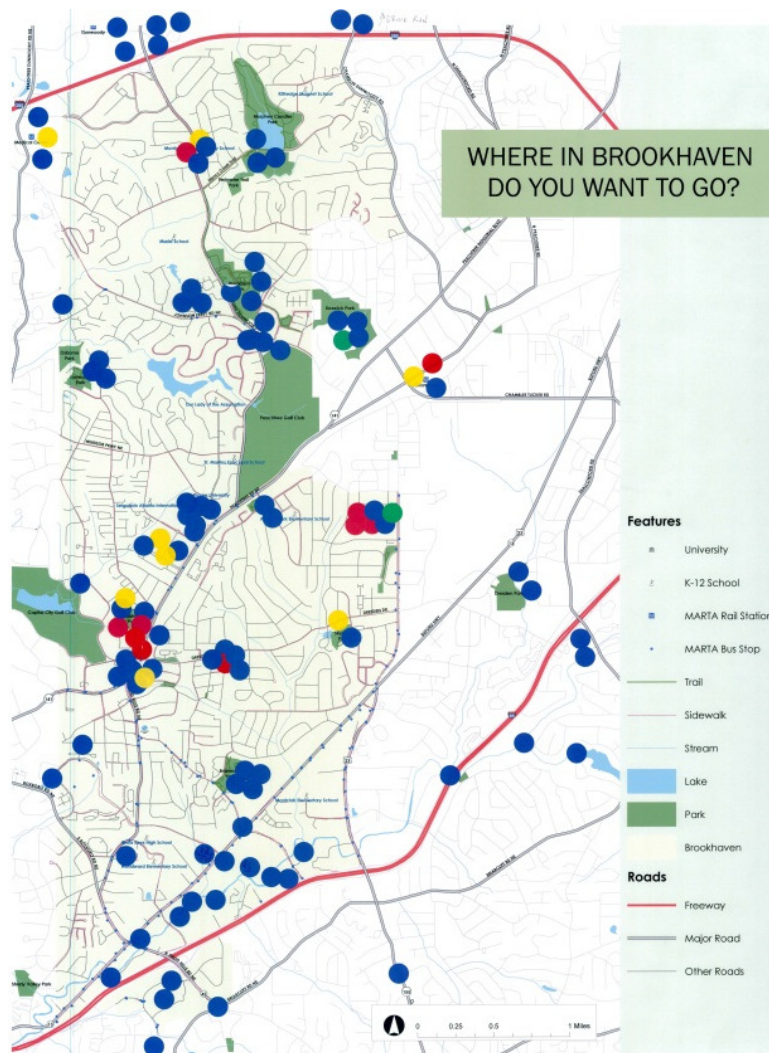


The meeting began with an open house session during which participants were able to engage with a number of questions. A series of boards asked participants to select which types of infrastructure they most preferred, including bicycle boulevards, sharrows, exclusive bike lanes, cycle tracks, multi-use paths, sidewalks, and an “other” section, in which participants could add any additional type of improvement that they would like to see. Participants were able to indicate multiple different investments. Of these, multi-use trails, exclusive bicycle lanes, and sidewalks were most popular. There was also community interest in connecting isolated neighborhoods via cul-de-sac trails.



An additional board asked participants “Where in Brookhaven do you want to go?” and gave participants the opportunity to indicate their favorite locations within and adjacent to Brookhaven on a single map. Many locations were heavily favored, but major clusters of interest were indicated at the intersection of Peachtree Road and North Druid Hills Road (near the Brookhaven MARTA station), Town Brookhaven, around Blackburn and Murphey Candler Parks, as well as along Buford Highway, both Medical Center and Chamblee MARTA Stations, the Dunwoody/Perimeter Center area, and other, smaller parks.



FORMAL PRESENTATION

After this open house session, a brief presentation was given by Pond & Company. This presentation introduced residents to the consulting team and to the planning process that will be used.

VISION EXERCISE

As part of the planning process, participants were introduced to the upcoming tabletop exercise. In this exercise, facilitators guided six groups of participants through the creation of an overall vision for cycling and walking in Brookhaven. Each group of participants began by identifying locations popular for travel, and especially locations that they would like to be able to walk or bike to. From this layout of locations, the groups identified the primary routes by which they currently get between these locations, creating an existing, primary transportation network. With this network and these locations in mind, participants were then asked to create a vision of a walking and biking system for the city. This vision was designed to connect important destinations with neighborhoods and each other, while considering existing conditions, upcoming projects, and the feasibility and suitability of different facilities at different locations. At the conclusion of the meeting, each group shared a few important points of their vision with the other groups, giving all participants the chance to see what every group had created.

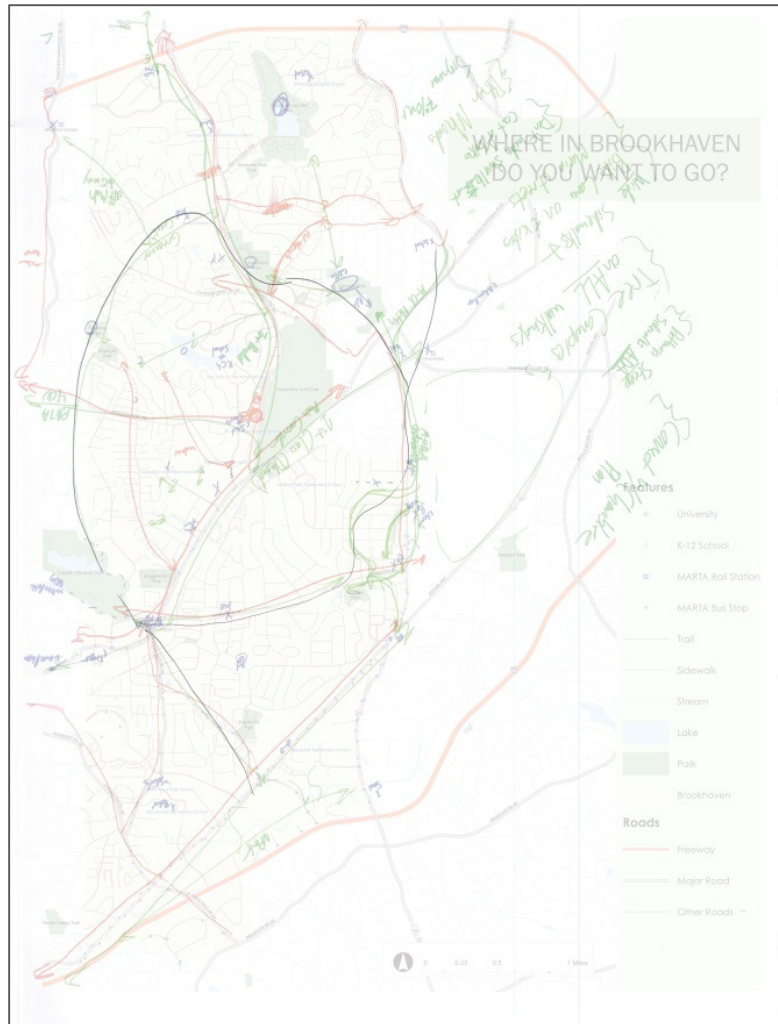
GROUP 1

Existing Network

This group was interested in travelling to many locations within the city of Brookhaven, including but not limited to Town Brookhaven, the Brookhaven MARTA station, various grocery stores, city parks (especially in the northern portion of the city), churches, and schools. The group also indicated locations adjacent to the city in Chamblee, Dunwoody, and Sandy Springs as well as the Buckhead neighborhood of Atlanta. The identified network largely followed regionally significant corridors, including Peachtree Road, Buford Highway, Ashford Dunwoody Road, and North Druid Hills Road as well as local streets including Dresden Drive, Windsor Parkway, and Donaldson Drive/Harts Mill Road.

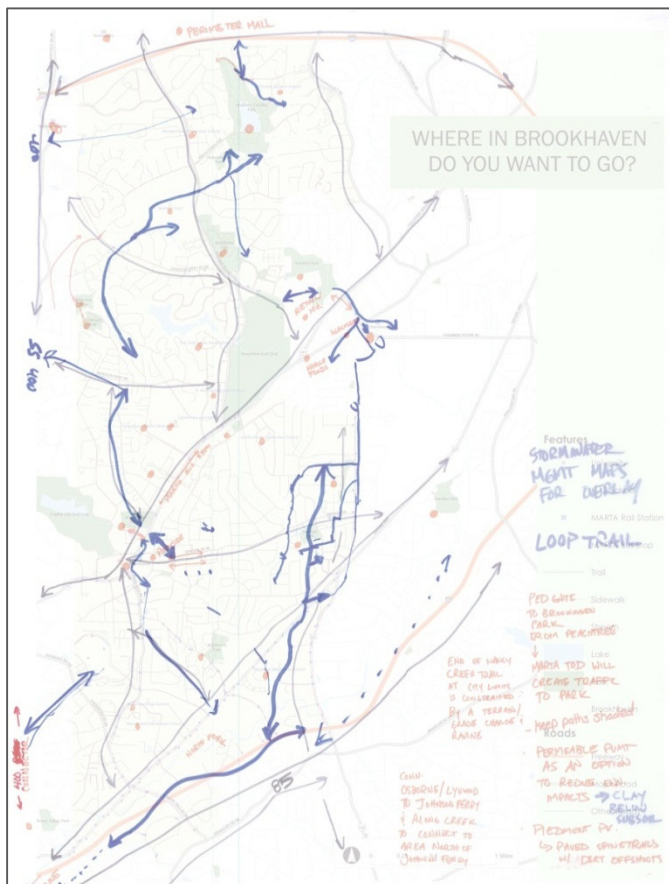
Vision

The vision created by this group began with the connection of nearby parks, specifically direct links from Keswick Park to Murphy Candler Park and Blackburn Park, which would complete a large loop between the three. Next, a greenway was suggested running from Ashford Dunwoody Road and the existing Nancy Creek Trail along Nancy Creek to the west, connecting to both Osborne Park and Lynwood Park. Dresden Drive was then also identified as an active corridor in need of pedestrian and cycling improvements. With these segments, two more stretches were added – from Osborne and Lynwood Parks south to the Capital City Golf Club, and Clairmont Rd north from Dresden Drive through the city of Chamblee north to Keswick Park. These links completed a continuous loop around the city, directly connecting five public parks, the Brookhaven MARTA station, and numerous important corridors. Additional links were added passing through the loop (Peachtree Road), extending from the center of the loop outward (Ashford Dunwoody Road) and branching from the edge of the loop (Briarwood Road, and a spur trail to PATH400). Different segments were envisioned with different treatments. Portions of the loop which follow creeks, cut through parks or otherwise pass through natural areas were typically envisioned as multi-use paths, while existing roadways were more typically imagined with added bike lanes and sidewalks.



The group spent a few minutes going around the table and identifying destinations that each person felt were important to connect to with biking and walking facilities. Neighborhood schools were identified as an important destination, and it was mentioned that a large majority of students at Woodward Elementary walk to school from the surrounding residences. In addition to schools, the city's parks were singled out as being desired connection points. One citizen commented that Brookhaven Park on Peachtree Road would be better served if access from Peachtree Road could be provided. The retail along Dresden Drive and Peachtree Road, and Town Brookhaven were highlighted as important shopping and dining areas that would benefit by being connected to a pedestrian/bicycle network. Lastly, the group identified several desired connections to places outside of the city, such as PATH400, the Beltline Spur to the southwest, and the redevelopment efforts in Chamblee on New Peachtree Road (Whole Foods), destinations in downtown Chamblee, and the redevelopment proposed near the "Great Gatsby" antique store.

The connected network that was envisioned in the group exercise revealed a loop system that encompassed the North Fork Greenway on the south side, a series of sidepaths north along Clairmont Road and/or creekbeds or parks (Skyland or the linear park north of Dresden near eastern city limit) in this area of the city. The east side of the loop would extend across Dresden Drive to the north and tie into the existing path in Chamblee that runs under Peachtree Road. This would create a connection to the retail of Chamblee that was mentioned as being a key destination. The loop would pass under Peachtree Road via the existing Chamblee path, into Keswick Park. Keswick Park could be connected to the terminus of the Nancy Creek Trail via a bridge (there are steep grade changes in this area, which would likely require a bridge structure). The Nancy Creek Trail can be connected with residential areas to the west of Ashford Dunwoody Road at West Nancy Creek Drive, through or near Marist School property, and along Nancy Creek bed to Lynwood Park. Connection from Lynwood back to Peachtree Road could be accomplished along more creek beds, or along one of the north-south roads of Mabry Road, Osborne Road, or Hermance Drive. Crossing Peachtree Road is a challenge, but could be accomplished with grade separation or even with wider, more pronounced crosswalks at North Druid Hills Road or Dresden Drive. Sidewalk/trail sections along North Druid Hills Road made sense to citizens considering the MARTA stops and gaps in sidewalk coverage. This connection would take trail users back south to the North Fork Greenway and complete the loop.



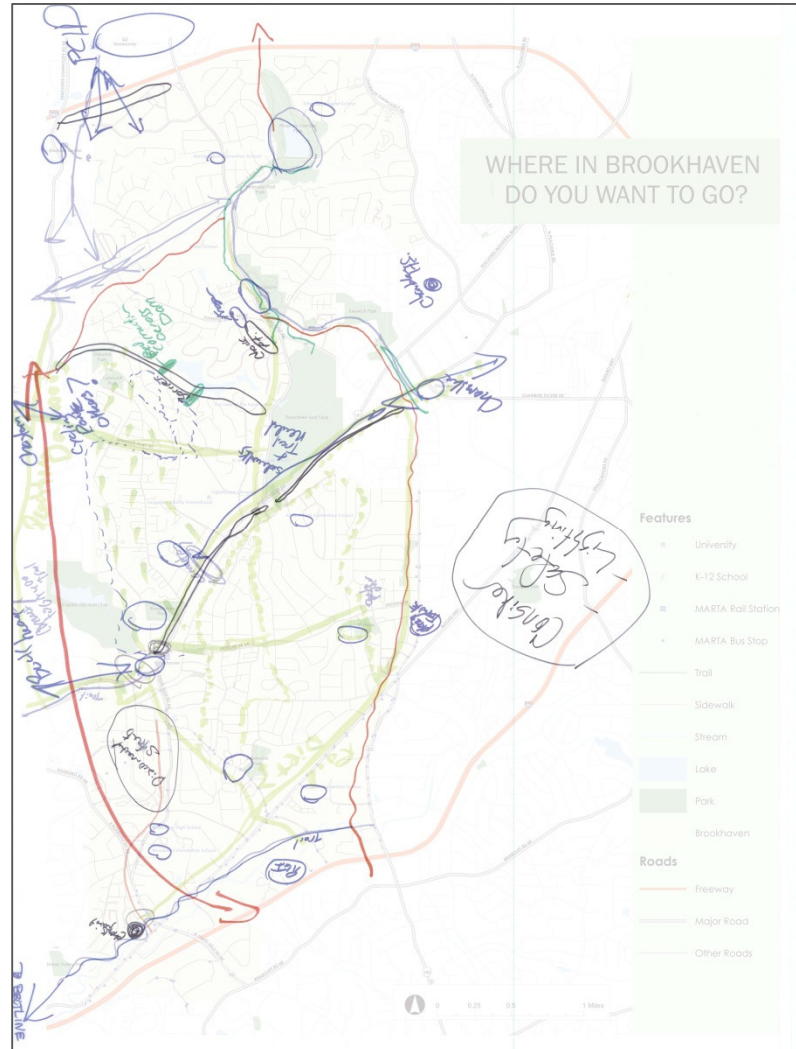
GROUP 3

Existing Network

This group identified Brookhaven schools as well as connections to adjacent Buckhead, Sandy Springs, Dunwoody, and Chamblee as important locations as well as many nearby MARTA rail stations and public parks. These considerations led the group to identify a primary existing network focused on Peachtree Road, Clairmont Road and Peachtree Dunwoody Road, just west of the city limits. The group also noted Johnson Ferry Road as a way to get in and out of the city, especially to and from Peachtree Dunwoody Road and Ashford Dunwoody Road, which is a primary crossing point of Interstate 285.

Vision

This group's vision followed many of these corridors when laying out a pedestrian and bicycling vision, especially Peachtree Dunwoody Road, Peachtree Road, and Clairmont Road. It also identified Windsor Parkway, and three of the roughly parallel roads it crosses – Mabry Road, Osborne Road and Woodrow Way – as ways into central neighborhoods. This group's vision identified Buford Highway as a candidate corridor for a road diet, and Ashford Dunwoody Road as a corridor from the Nancy Creek Trail south to Peachtree Road. Within the southern/central portion of the city, a network of residential streets that connect from Briarwood Park, Briarwood Road and the intersection of Buford Highway and Clairmont Road north to Peachtree Road and continuing east into Chamblee towards the existing Keswick Park Extension Trail were also called out as potential walking and cycling paths.



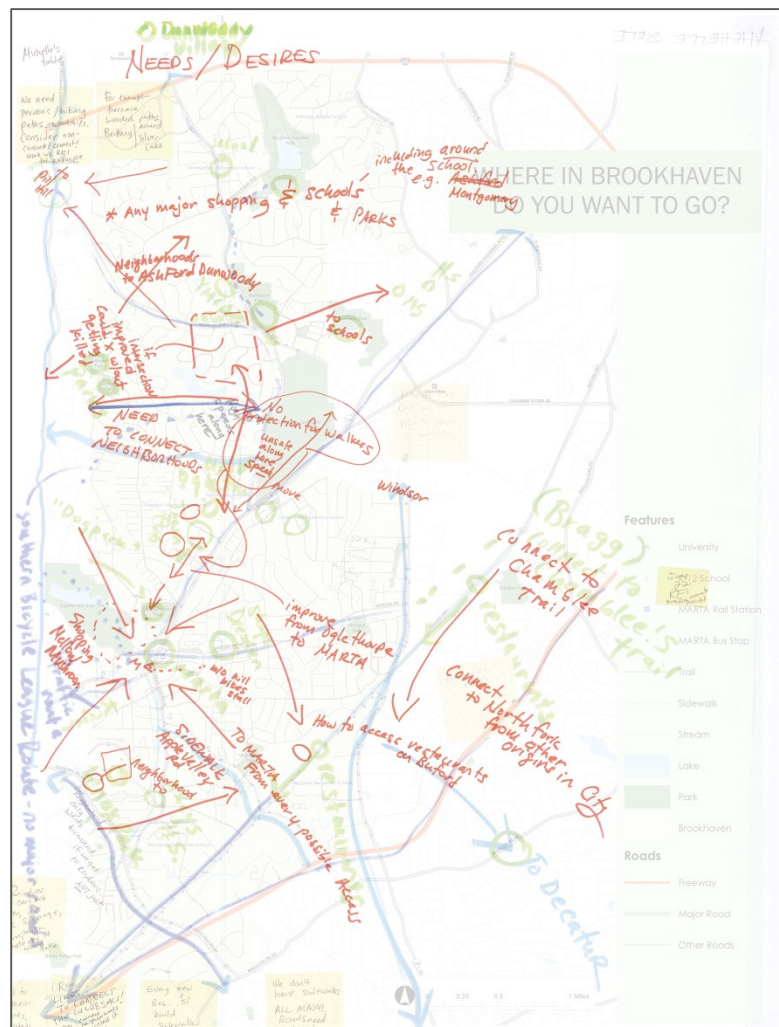
GROUP 4

Existing Network

The fourth group identified a wide array of hubs across the city. These include restaurants along Buford Highway, Village Place on Dresden Drive, schools, retail in Chamblee, public parks, and the Brookhaven MARTA station. These participants recognized a comprehensive roadway network, with Peachtree Dunwoody Road, Peachtree Road, Ashford Dunwoody Road, Clairmont Road, Interstate 85, Buford Highway, North Druid Hills Rd, Roxboro Road, Briarwood Road, Windsor Parkway, Johnson Ferry Rd and Dresden Drive called out specifically. Special note was made that Ashford Dunwoody Road has very high speeds and that the Southern Bicycle League has a recreational route between Johnson Ferry Road, Peachtree Dunwoody road and Peachtree Road, along minor roads. Also, they noted that the MARTA and freight rail lines which run parallel to Peachtree Road act as a barrier and ways across them would be useful in connecting the city.

Vision

This group's vision has two primary hubs. The first is centered on the Brookhaven Station Shopping center near the Brookhaven MARTA station, which includes shopping and dining. Near this area, additional corridors are identified along Briarwood Road, Peachtree Road and Brookhaven Drive coming into the hub. Connection is also made north along Peachtree Road and Ashford Dunwoody Road to the second hub, area near the intersection of Ashford Dunwoody Road and Johnson Ferry Road, close to Blackburn Park. From here, additional corridors were shown connecting to the neighborhoods to the west along Windsor Parkway, schools to the northeast along Donaldson Drive and Harts Mill Road, and northwest along Johnson Ferry, eventually to the PATH400 trail. Additional notes were made to connect neighborhoods to major roads, to connect the new North Fork trail to a trail in Chamblee, to connect Peachtree Road to restaurants on Buford Highway, and to strengthen pedestrian access and connectivity between Oglethorpe University and the nearby MARTA station.



GROUP 6

Existing Network

This group sought to connect schools, restaurants, parks, community centers, and shopping centers within Brookhaven. These notably included the Brookhaven MARTA station, the YMCA, Children's Healthcare of Atlanta, the Brookhaven Library, post offices, and Kroger. This group especially noted that Post Brookhaven apartments are disconnected from commercial activity by the rail lines, and how pizza restaurants (including Mellow Mushroom, Avelino's, and Corner Pizza) are family-friendly activity nodes that would be well served by pedestrian connections. They also identified a number of locations outside of the city limits, including Lenox Mall in Buckhead Atlanta to the southwest, Perimeter Mall to the north, PATH400 to the west, three adjacent MARTA stations (Chamblee, Dunwoody, and Medical Center), and various nearby bike projects in neighboring jurisdictions.

Vision

The vision created by this group includes a special note of the Peachtree Road corridor and need for improvements along the full length of the street. In addition, it includes connections north and south from the Brookhaven MARTA station area, through neighborhoods from Murphy Candler Park south to Interstate 85 via the Marist School and Silver Lake. The area near Montgomery Elementary School and Murphy Candler Park serves as a hub of access to nearby neighborhoods, parks and schools. South of Peachtree Road, a connection was envisioned from Peachtree, via Ashford Park Elementary School through a residential neighborhood to Skyland Park before turning to Briarwood Park. Additional connections were included from this corridor south to Montclair Elementary School, north to Village Place on Dresden Drive and west connecting across North Druid Hills Road to Roxboro Road. South of Briarwood Park, links were included across Buford Highway to the planned North Fork trail, and across I-85. Additional interstate crossings were envisioned near the North Druid Hills Road interchange, providing access to the southernmost part of the city.

